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REPORT

CD NO.

DATE OF INFORMATION 1949

DATE DIST. 29 Aug 1949

NO. OF PAGES 3

SUPPLEMENT TO
REPORT NO.

DATE
PUBLISHED 7 Jun - 27 Jul 1949

SUPPLEMENT TO
REPORT NO.

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SOURCE Newspapers as indicated.

USSR RAILROAD OPERATIONS IMPROVE

DIESEL LOCOMOTIVES TO BE INTRODUCED -- Leningradskaya Pravda, No 160,
9 Jul 49

Diesel locomotives will operate on the Kzyl-Orda--Chelkar line, freeing locomotives and tank cars ordinarily needed to transport water in the area. The Kzyl-Orda--Chelkar section is about 1,000 kilometers long / 665 kilometers as per 1948 Soviet timetable 7.

Sovetskaya Latvija, No 146, 23 Jun 49

The Lithuanian Railroad System has received two modern, fast Diesel trains. Each Diesel train consists of three connected all-metal, well-equipped railroad cars, with 130 soft seats in each car.

One of the new trains has been tried out on the Vil'nyus-Kaunas line. Three more of these trains, to be received in the near future, will operate regularly on the Vil'nyus-Grodno line. The capitals of three neighbor republics, Vil'nyus, Minsk and Riga, will soon be connected by fast Diesel-train service.

MOSCOW LOCOMOTIVES INCREASE OPERATING SPEED -- Vechernyaya Moskva, No 160,
7 Jul 49

On the basis of a competition between two locomotive columns, a heavier train schedule has been drawn up at the Moscow Marshalling Depot of the Moscow-Ryazan' Railroad System. Operating on the Moscow-Rybnoye-Moscow line, eight locomotives maintained an average speed of 642 kilometers per 24-hour period, shortening the turnaround time by 6 hours 30 minutes. On another run, eight locomotives attained an average speed of 672 kilometers per 24-hour period, shortening the turnaround time by 7 hours.

- 1 -

SECRET

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SECRET

MOSCOW BELT LINE GETS FIRST-CLASS RATING -- Gudok, No 87, 22 Jul 49

The track of the Moscow Inner Belt Line at present has a rating of 12 points, and the whole line is fit to handle heavy trains at high speeds.

VINNITSA RR PREPARES FOR HARVEST -- Gudok, No 87, 22 Jul 49

The first 1,000 tons of wheat have arrived in warehouses of the Vinnitsa Railroad System. The freight car pool has 450 more cars than the number assigned, and komsomols of the Shepetovka Station have repaired 1,195 cars. Komsomols in the Kazatin Railroad Technical School have already repaired 2,391 cars.

The Vinnitsa System has completed the 7-month plan for carloadings. Freight-handling costs have been lowered by 8 percent, giving the system a saving of 37 million rubles in the first 6 months of this year.

NEW SYSTEM ADOPTED -- Gudok, No 87, 22 Jul 49

Railroad workers in the Tbilisi Reserve have worked out a system of increasing the distance traveled by passenger trains between uncouplings. After a capital repair, the train is run without uncoupling the cars until the regular medium repair, doing away with two intermediate repairs. This will permit the cars to travel a distance of up to 420,000 kilometers without being uncoupled and will save 135,000 rubles.

LENINAKAN DEPOT SPEEDS LOCOMOTIVE REPAIR -- Kommunist, No 160, 9 Jul 49

The locomotive depot of the Leninakan Station recently completed medium repair of a locomotive in 36 hours instead of the norm of 96 hours.

RR TRACK REPAIR SUCCESSFUL -- Gudok, No 88, 24 Jul 49

The Bataysk section finished the year plan for summer maintenance work on 22 July. Above-plan accumulations as of 1 July amounted to 426,000 rubles. All snow-removal equipment of the section has been repaired.

The year plan for repair of main line and station tracks around Petrovskiy Zavod has been completed.

The Kolomyia section has received a rating of 11 points.

The year plan for medium repair at the Athasar section has been completed; 12,000 ties have been repaired.

The year plan for repair work on the Lovel' section has been completed.

The Mezhu section has been given a rating of 12.1 points.

All the above sections have been given a rating of excellent.

- 2 -

SECRET

50X1-HUM

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QUALITY OF BALLAST CRITICIZED -- Gudok, No 89, 27 Jul 49

A technician of Track Machine Station No 10, which is doing capital repair of the Bezlyudovka-Gorlovka section of the North Donets system, complains in a letter to Gudok that the crushed stone delivered by stone-crushing plants No 20 and No 60 consist largely of pieces 70 millimeters and even up to 160 millimeters in size. Some of the pieces weigh 4 - 8 kilograms.

SAKHALIN NEEDS ROAD, RR ENGINEERS -- Tikhookeanskaya Zvezda, No 132, 7 Jan 49

The Administration of Highway and Railroad Construction needs the following workers: construction engineers who have completed training at a specialized training institution, senior bookkeepers, bookkeepers, heads of warehouses, supply workers, warehouse workers, expeditors, senior economists, economists, supervisors, a mechanical engineer, and an electrical engineer familiar with equipment. Those who travel Sakhalin will be given all privileges reserved for workers going to the Far North. Apply: Personnel Department, 2d floor, 28 ulitsa imeni Gogol', Khabarovsk.

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- 3 -

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